

MAMMOTH AUCTION

Owing to a great rush of business at the "LONG BRICK STORE," which takes all my time, I have decided to sell my farm of 253 acres in Antwerp Township, and also to have a

GRAND CLEARING OUT SALE

of all my Farm Property, without reserve or by-bidding. Therefore, be it remembered, and please don't forget the date, that I will sell at Auction on the premises on

TUESDAY, MARCH 29th, 1892,

The following property, viz.: 5 Work Horses, 6 New Milch Cows, 35 nice Fine Wool Sheep, a lot of Shotes, 800 or 1000 bushels of Corn, a lot of Hay, 1 Osborn Binder nearly new, 1 Mower, 6 ft. cut, 1 Horse Rake, 4 Plows, 2 2-horse Cultivators, 1 Roller Drill, 1 2-horse Corn Planter, 1 Land Roller, 2 Spring Tooth Harrows, 1 Smoothing Harrow, 2 Lumber Wagons, 2 pairs Bob Sleighs, 2 Hay Racks, 1 Fanning Mill, 1 Corn Sheller, 2 sets Double Work Harness, 1 Single Buggy, 1 set Tackles and Ropes, 3 Log Chains, 2 Grindstones, 1 Buzz Saw and Frame, 1 Steam Feed Cooker, 1 set Truck Barn Scales, 1 Scalding Tub, 1 Wheelbarrow Seeder, 1 Crosscut Saw, 1 Farm Creamery, one Log Boat, and a thousand and one other things too numerous to mention. These tools are all nearly new and in good condition. SALE WILL BEGIN PROMPTLY AT 10 O'CLOCK A. M.

Free Lunch for Everybody.

TERMS. All sums of \$5.00 and under, Cash; on sums over \$5.00 six months' time will be given at 6 per cent. interest on notes subject to the approval of E. F. Parks, Cashier of First Nat'l Bank.

The Famous Auctioneer, H. W. McCABE,
will wield the Gavel.

CAPT. E. SMITH, PROPRIETOR.
C. H. BUTLER, AGT.

SOUTHERN SCENES.

Tampa, The Gateway to The Gulf.

NO. 7.

Tampa City, the Southernmost point of our journey, is an old, old town of historic interest as being the spot where Ferdinand De Soto landed May 25, 1539, in his search for the fabulous mines of glittering gold supposed to exist in the New World,—a search that resulted in the discovery of the "Father of Waters." On account of its extreme isolation, Tampa was but a small hamlet until within the last decade, when it became the southern terminus of the great Plant Investment System, having since increased its population from a few hundred to over 10,000 souls. The city blocks contain one acre each and are divided into four lots, so that large, old-fashioned southern yards abound, and with its semi-tropical vegetation, fruits, and flowers, Tampa seems one of the fairest spots in that fair country thus ennobled by the poet's pen:—

"Kissed by sunshine, lulled by breezes,
Lies mine own, my native land,
With the waves from Gulf and Ocean,
Breaking on its shining sand;
Countless lakes and winding rivers,
Almost lost in depths of green,
Fairest flowers entwined to crown her,
Florida, the Southern Queen."

We were not taken at once to this earthly Paradise, but were met at Port Tampa, nine miles lower down the Bay, by a large delegation from the city Board of Trade, who breakfasted our party at the Inn, a queer little hostelry erected on the pier by the Plant Investment Co. for the convenience of passengers awaiting the departure of trains or steamers. Our meal completed, we spent a few moments in watching the gulls and pelicans as they wheeled about overhead, or swept the shining surface of the bay; then we were escorted on board the "Olivette", one of the most magnificent and swiftest of Southern steamships and plying between Tampa and Havana. The steamer was beautifully decorated for the occasion through the thoughtful care of Mrs. H. M. Bowler whom we mentioned as having beautified our car at Sanford, and here we found a number of Tampa ladies ready to accompany us on our ride down the Gulf, who one and all assured us, as they drew their wraps closely about them, how very much they regretted the extreme chilliness of the morning. Although our heavy cloaks did not seem oppressive, still it had not occurred to us that the weather was at all objectionable. The sky was blue, the air sweet and bracing, and very soon the bright sunbeams bestowed such fervent kisses of welcome as made some of us seek the shady side of the vessel for relief.

Reaching Egmont Key, there was a general rush for the shell-strewn beach and quantities of beautiful shells were gathered with many "Ohs!" and "Ahs!" of delight. As for ourselves, we much preferred to utilize the time by mounting the winding stairway of the light-house, from whose tower we gained a lovely view over the wide expanse of sun-lit sea, and looked down upon the luxuriant growth in the light-house grounds where the foliage of lemon, orange, and wild fig trees contrasted with the spreading leaves of cabbage-palmetto and the scrub-palm. Descending from our lofty perch, we were introduced to Mrs. Moore, the light-keeper's wife, who kindly admitted us to her "curiosity shop", a room full of treasures torn from Old Ocean's bed by the angry waves, and gathered by Mrs. Moore at the cessation of the storm.

On the return trip, cake, lemonade, and oranges were served, and the run back to Tampa was a memorable episode. No one so fortunate as to be present will ever forget the exhilarating experience; around and beneath us the sparkling waves, above us the blue arch of a cloudless sky, balmy breezes wafting away all the weariness of a long journey, and merry chat be-guiling the time as we sped swiftly on over a summer's sea, forgetting that the Frost King held any land in his icy clasp. Reaching the city, we were taken to the Tampa Bay Hotel, a rival of the Ponce De Leon and well named "The Sweet Palace of Rest." The length of the main building is 511 feet and the magnificence of its furnishings must be seen to be appreciated. It is constructed of Atlanta red brick trimmed with gray stone and is of Moorish architecture, patterned after palaces in Spain. Located on the river bank, its thirteen minarets and domes each surmounted with a gilded crescent, stand out against the blue sky like some fairy vision evoked by an enchanter's wand. As you approach the main entrance, its numerous balconies and broad verandas with their white stone steps, its many pillars capped with the golden crescent, its beautifully molded terra cotta arches in which the horse-shoe and crescent show conspicuously, its great gates made of cabbage-palmetto trunks bound together, the mid-ribs of their leaves worked into a quaint, rustic design,—all these details bewilder you; and when, at last, you drive up the shell carriage road that is twenty feet wide, and enter the grand rotunda, you are, like Pat, "dumb and spacheless" with admiration. You enter the rotunda through doors of heavy beveled plate glass with fret-work and raised panels of polished mahogany, and find yourself in a room 75 feet square and

two stories high, having a balcony of mahogany fret-work around it at the height of the second story. To hear that this balcony is supported by two rows of polished granite columns costing \$500 each, will probably tax your faith in our veracity, but nevertheless, that is what is claimed and, after viewing the drawing and dining rooms, we were prepared to believe almost anything. The former is a veritable museum of rare and costly furniture brought from Europe by Mr. and Mrs. H. B. Plant. Of these the most famous are a sofa and two chairs owned by Marie Antoinette; four chairs that belonged to Louis Philippe; an inlaid table that once adorned the Tuileries; many elegant ebony and gold cabinets of equal historic interest; "The Sleeping Beauty" in Carrara marble, with innumerable other unique and beautiful articles.

The octagonal dining-room is lighted from above and decorated with elegant tapestries and Japanese screens, the table porcelain being of such exquisite quality as to attract immediate attention, including, as it does, bits of the lovely French and Vienna ware. In this ideal spot we were lunched, and then taken in street cars to what was once known as Ybor city, though it is now the Fourth Ward of Tampa. It is the Cuban quarter, for here dwell the cigar makers employed by V. Martinez Ybor & Co., though many Americans also dwell in this ward. These Cubans are said to number between three and four thousand, and we visited the factories and watched them deftly rolling tobacco leaves into the brown rolls that are in such demand among the stronger sex. It is needless to say that the gentlemen in our party for once had their fill of genuine Havana cigars. The fostering care of the McKinley bill has made many American cigar factories possible, and some idea of the extent of this industry here may be gained from the estimate that nearly two and a half million of dollars is annually paid out in Tampa to the cigar makers alone. From the factories, a few of us more fortunate than the rest, received an invitation from a prominent real estate dealer to take a little "spin" after his fine team and visit an orange grove by the way. As this was our first opportunity for plucking this luscious fruit from the tree, the invitation was doubly acceptable and we enjoyed both the drive and orange grove exceedingly.

Rejoining our party at the Tampa Bay Hotel, we dined in state, many of Tampa's best people partaking of the feast with us. The repeat over, a reception was next in order, held in the lovely music room which is another remarkable feature of this spacious hotel. It is circular in form and beau-

tifully finished in the natural Florida pine, its acoustic properties being particularly good, and the electric lights so arranged as to bring out the Moorish crescent and star in shining lines of light. A superb band of a score or more picked musicians made the room ring with melody. After the rendition of a few pieces, S. A. Jones, president of the Commercial and Industrial Association, paid a glowing tribute to Florida in general and Tampa in particular, concluding with indignant mention of the threatened blow at the interest of both in the possible withdrawal of the fast mail service from Havana to New York via Tampa, which was established very soon after the completion of the Plant steamship line. Since this route is about 24 hours shorter than that via New York City, it seems a great injustice that its removal is even contemplated. Hon. Perry Powers replied to Mr. Jones in a speech so fitting and eloquent as to make us all proud of him as the representative of the M. P. A. and the pleasant evening concluded with a hop at which the dancers were mostly Tampa people, the members of our party being quite too weary to enjoy "the light fantastic." But we found it very pleasant to listen to the inspiring strains of music and to watch the Tampa ladies gracefully threading the mazy dance, while so agreeable were some of the acquaintances that day formed, that it was with great reluctance we finally said good-night and returned to the "Leoncito" to be once again lulled to sleep by the rhythmic song of the railway train as it rushed on over its steel highway.

We left Tampa fully imbued with a belief in its future progress, for so rapid has been the recent growth of this city that its enthusiastic citizens declare it is bound to become the future metropolis of the Gulf Coast. Indeed, they have much to encourage them in this belief as, in addition to its natural advantages of climate and location, Tampa possesses a coterie of such enterprising business men as would push a much less favored city to the front,—men who work for Tampa's interest in a way to be noted and emulated by us all. Prominent among them is S. A. Jones and a brief review of his work here may not be out of place.

Seven years ago Mr. Jones conceived the idea of making Tampa the grand entrepot to the United States for the commerce of the West Indies and the Central and South American States. His idea was to get an appropriation from the National Government of \$1,000,000 a year for five years, said appropriation to be expended by the Postmaster General in having the mails carried by first-class American steamers

between Tampa and Aspinwall. Throwing his whole soul into the work, he presented the matter to the city authorities who, deeming the scheme a Utopian one, simply gave him the endorsement of their Board of Trade and City Council and let him go forth without further aid, seeking to interest the people of the great West and Northwest and asking their aid in inducing Congress to make the desired appropriation. With the zeal and perseverance of a Columbus, Mr. Jones went forth and succeeded in gaining the endorsement of every commercial body of importance that he visited. Then, noting that the projection of a line from Chicago through Tampa to Aspinwall would be almost literally what is geometrically called a "right line", and knowing that Chicago is the great distributing point for the West and Northwest, he turned his attention to our Western metropolis and, after repeated efforts, succeeded in obtaining a hearing before their Board of Trade. In a concise and ably prepared speech, he forcibly showed that the way from South American ports via New York was a long and dangerous route, making necessary a long transportation by rail to all Western points; and that a direct railway and steamship line between Chicago and Tampa would be one of the grandest commercial achievements of the 19th century, uniting the three Americas by one great artery throbbing with life-giving blood for Florida and the country at large. He then besought the appointment of a committee to visit Tampa and report, and delegates of exceptional ability were chosen to go to Tampa and see for themselves. On the 29th of July, 1889, he left Chicago with a special train carrying with him several committees and newspaper representatives who should report to the world the result of their investigations. It must have been a triumphant day for Mr. Jones when they returned with the report, "We find that the half had not been told." As a result of these persevering efforts of one man, Chicago has become the firm friend and ally of Tampa, and this little Florida city has gained a notoriety far beyond its size. Some day, we doubt not, the long desired "air line" from Chicago to Tampa will materialize and then the latter will truly become the gateway through which shall pass millions of dollars worth of South American products, while the importance of direct lines to the West will induce low freights and enable us to procure Southern fruits and vegetables at a much lower rate than at present.

Well, Sarah, what have you been doing to make you look so young? Oh, nothing much, only been using Hall's Hair Renewer to restore the color of my hair.

C. R. AVERY--DRY GOODS.

Grand Exhibit

Of new and early Spring purchases of Dry Goods, Boots and Shoes, Millinery, etc. You are urgently requested to carefully inspect our very complete line. Would call your special attention to a complete line of Ladies' new

SPRING JACKETS

in medium and fine grades. Prices guaranteed to please your wants. We have our

BOOT and SHOE

Dep't in full running order. Do not overlook this dep't when in want of this line of goods. See our new line of Dress Goods, White Goods, Linens, Hdkfs, and Embroideries. Special Ladies' Silk Embroidered Hdkfs at 25c. each. Embroidered Dress Robes \$1.98 each. Lace Curtains 2½ yds long, 50c. per pair. Lace Curtain Remnants 10c. to 50c. each. Special values in White and Colored Carpet Warp. Best quality 200-yd Spool Linen slightly soiled, 4c. per spool. Sun Umbrellas in great variety of handles. Hosiery and Underwear in endless variety. C us before making your purchases.

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